



1993-3



THE JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional coastal art of building ships in bottles.

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There are a very limited number of 10th Anniversary full color back issues available from Saul Boboff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

George Pinter has a few original unfolded/scraped copies of the 10th Anniversary cover suitable for framing available, at the cost of \$25.00 per each which includes shipping/handling. Write to George at 199 Elm Street, Hallowell, Me. 02338.

The Bottle Shipwright

Volume 11 Number 3.

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FROM THE MEMBERS
FROM THE EDITOR
LET GEORGE HELP YOU DO IT..... George Pater

ON THE COVER MICHAEL SUNDBERG

BACK COVER HAROLD WHITING'S LATEST WORKS.

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THAT IS ALL!

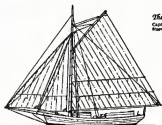
...ATTENTION ON DECK! THIS IS THE CAPTAIN!!

.. Once again it is my pleasure to mention that preliminary plans are being made for our Bi-annual Conference in 1994 at the Ships of the Sea Maritime Museum in Savannah Georgia. The dates being considered are June 23 through 26, and for the first time at a conference we are planning to hold classes in SIB building for the public. Alex Bellinger and a staff of selected builders will guide applicants through the SIB process during a two day course. For those of you members who have never built a SIB, now is your chance not only to learn how it is done and have a completed model, but you will also have the opportunity to share a friendly get-together with some of the world's premier bottleshop builders. Think Savannah 94 ! and make your plans to be present (wives and sweet-hearts welcome).

And a warm welcome aboard to you new members who have joined us. You are also welcome to Savannah.

HIT THE BOTTLE

Jack



The SPRAY
 Captain Joshua Slocum
 Rigged as a sloop

VL-93



The SPRAY
 Captain Joshua Slocum
 Rigged as a yawl



VL-93



The SPRAY

Captain Joshua Slocum became famous when he made the first single-handed voyage around the world with his sloop SPRAY which he had built himself as a copy of a one hundred year old sloop, supposedly of North Sea origin. At any rate she certainly has an "Old-Norwegian" look and may well have been one!

He set out from Boston on 24 April 1895, crossed the Atlantic to Gibraltar and then crossed again south-west to Brazil. In Pernambuco he shortened the mast and in Buenos Aires the bowsprit and boom by several feet, and he gave her a jigger-mast to re-rig her as a yawl. This divided the sail area into smaller units more easily handled by one man.

Slocum sailed through the Magellan Straits on to Australia and South Africa and then back to the United States. He arrived at Newport on 27 June 1898 after a very successful journey of three years, two months and three days. The distance covered was no less than 46,000 nautical miles.

His book "Sailing alone around the world" was published in 1900 and has become a classic. He once again set out with the SPRAY in November 1909 at the age of 65, but was never heard of again. It is assumed that the Spray was run down by a steamer somewhere, as she was too soundly built and Captain Slocum too good a seaman to have been lost from any other cause. The reason, however, will never be established.

The plans show the Spray as originally rigged as a sloop, and as re-rigged as a yawl. In the last case she occasionally carried a flying jib set on a bamboo pole fastened to the bowsprit.

Sloop, later yawl SPRAY

Colour scheme:

Hull white, antifouling red. Deck houses, masts and spars oiled wood, deck and water casks white, stove pipe black, sails cotton, rigging light brown tarred hemp

Dimensions:

Length: 38 ft 9 in overall, 25 ft 6 in waterline
Beam: 14 ft 2 in
Depth: 4 ft 2 in
Tonnage: 12.71 grt, 9 net

THE DISAPPEARING CHINAMAN.

When people visit my study, they are always interested in my antiqua gune, the old ship-sodals, ay SID's and whatever mors there is after 45 years of collecting oddse and ends.

However, my friende are intrigued mostly by my vanishing seilor.

This creation was invented by the famous American Sam Loyd, undoubtedly the greatest designer of puzzlee at eil times.

In the illiustration below there are thirteen figures. If the circle is cut, then roteted anti-clockwise until the arrow points NW, the broken perts of the figurs fit together once more to foru twelve Chinamen. When the arrow is returned to NE, you will count once again thirteen figures.

Make a photostetic copy of the puzzie and if possible have it enlarged. That makes the work easier.

I sode my puzzie out of wood. The chinamen were changed into jolly Dutch sailors, the swords were changed into beereteins and in the centre I painted a large sailing ship.

Use your fantasy and make something that will ispress your friende.

To satisfy your curiosity I would like to add that the total surface of the figures remains the same.

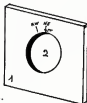




Make a testrun first. Glue the puzzle to a piece of cardboard or plywood. Cut out the earth. See 1, 2 and 3 below. Now cut out a piece of cardboard somewhat larger than the earth. See 4. Glue it to the back of 3. Put the combination 3 and 4 back into the hole 2. Glue the cardboard 5 along the dotted lines against the back of 1. Now the earth cannot fall out. You may find out, that the earth will not turn easily. I solved this problem by making the big arrow out of wood and that was a perfect handle.

Good luck to your pussla.

Bob de Jongste - Netherlands.





It is with sadness that I must report the passing on of two of our members-William Krebs, of Baltimore, Maryland, and Ronald Marston, of Western Australia. Our condolences to their friends and families. They will be missed.

Once again, the new members we welcome aboard are equally divided, EDWIN L. BOND of Augusta, Georgia, MARTIN EDGES of Stone Ridge, New York and DANIEL W. PEREPELITRA of Nahant, Massachusetts, admit to having no experience, though Daniel was a ship model restorer for the Peabody Museum of Salem. (been there many times Daniel). JIM BRADLEY of Brooklyn New York and JOHN PEATTIE of Port Perry, Ontario, Canada, (who by the way I missed welcoming aboard in past issues) didn't mention experience (sorry John). RICK MUNDE of Oakland, California, and ROBERT H. RUTHERFORD of Coronado California claim no experience, but both are collectors of old or antique S.I.B.s. JOHN W. FRAZIER of Bradock Heights, Maryland has been building for about six years and is currently putting Noah's Ark in a bottle. LAWRENCE SHELTON of Minneapolis Minnesota, is going to school for watchmaking and hopes to get back to ship building soon. ROBERT F. FREDERICK of Seattle Washington, has only been building for about six weeks and has done ten. is working on two more. (hey Ralph Preston! what are we doing wrong?). CONRAD N. FORGET of Chicopee, Massachusetts, has been doing S.I.B.s for thirteen years and likes Haig & Haig bottles. JAMES COOK of New York City, New York has twenty years experience with S.I.B.s and people in bottles. DENIS P. MURPHY of Santa Cruz, California finds his bottles on beaches, cleans them up and builds "extreme clippers" generally "whimsical" in them. He now trying to build in miniature from plans. BARRY C. SMITH of Pueblo, Colorado our sixth member from that state has only built three or four dozen S.I.B.s (hey Ralph??) likes to embroider the sails and uses cloth seas. Barry I am forwarding your application to Frank Skerka for an "All Hands Column". And last but by no means least, ERIC POLSON of Dubbo, New South Wales, Australia, has been at this for a number of years, also collects with the dream of starting a S.I.B. museum in Australia. Hope your dream comes true Eric. Also wants to correspond with any members here or abroad wanting to sell S.I.B.s. Remember guys "I can't print pictures or articles you don't send."

Welcome aboard all of you.

JOHN PLAYFORD of Newcastle Australia sent in this photo of "Cutty Sark" launched in 1993. John also made two Helicopters/four bladed props and wrote to thank "all the other SINAA members who helped him solve some problems. You are welcome John, keep up the good work."





Need Help in Identifying a German bottled ship

Bob Rutherford, a Naval aviator living in Coronado, called me up one day and asked if he could bring over a bottled ship that he had purchased in Dubai, United Arab Emirates. Of course the answer was, "Yes" and I was able to look over this old beauty and wonder at its origin. There were some clues, and I will pass them on to you. Maybe you can help shed some light on this model.

The bottle is a pale green standard molded wine bottle with the 34" high initials, M M on the base. The bottle contains a diorama with two models inside, a four masted bark, with spars attached but no sails. The name "Erna" appears on the bow and stern in German script, and there is what appears to be a German flag flying from a halyard on the sparier gaff. In addition a small tug is set in the neck of the bottle with the name "August" on the bow. The bottle is corked and three bands of color have been painted on the front part of the neck in black, white and red-orange (again, probably German).

The Erna appears in front of a town containing perhaps a half dozen small houses, a light house and a windmill, and there are also six or seven trees which resemble palms.

To help with the identification the original builder placed a small piece of paper facing the base with his name (either H. Hulsen or H. Huber, which is more probable), and the date 1906 - which make this jug 87 years old.

If you want to write directly to Bob with information, his address is: 255 Alameda Blvd., Coronado, CA 92118

Don Hubbard



U.S.S. MISSOURI.

This model of the Missouri is in a triangular bottle of Spanish origin. The model was donated to the Brewerton Naval Museum. Built by David Smith-Denny, who worked on the Missouri during her 1983-86 recommissioning overhaul.

THE WORK OF DAVID SMITH-DENNY

U.S.S. OLYMPIA.

This model is part of David's private collection. Bottle is a torpedo bottle that a diver acquaintance of his dug out of the Delaware River. The bottle is about as old as the Olympia herself. Circa 1890.





DAVE SUNDBERG of Minneapolis, Mn. and his son MIKE SUNDBERG (age 9) who graces the cover of this issue with his first attempt at a S.I.B.

In Dave's own words: "Last spring at school they held the annual imagination fair, a time and place for the children to display projects, and hobbies they have worked on over the past year. In thinking about what to do for the fair, my nine year old son Michael asked, "Could I build a ship in a bottle?"". A good challenge must be met head on, so we set out to find a ship that would look nice, yet be easy enough for a young beginner. We chose plans for a small, single mast cloop, found an old gallon wine bottle, and went to work. Over the next several weeks many enjoyable evenings were spent working together on the ship, learning about how they work, how to use the various tools, the knots, and the ever present "what's this thing -do, dad" questions. With my instructions and his hands the hull soon took shape, the deck was carved out, mast and spars were sized and shaped, rigging set and sails hung.

Any parent will testify that any large school project usually ends up being the work of the parent more than the kid. In this case however, with the exception of a few hard to get at holes, the entire ship was built by his hands. As you can imagine, this was the only S.I.B. on display that evening, the only one most people had ever seen, and it drew a lot of attention. He did a great job for his first S.I.B. (much better than I did on my first one) and he proudly displays it on the shelf beside his dad's work.



MIKE SUNDBERG's first ever S.I.B.

Beautiful work
Mike-keep it up.

Mike's Dad (dave) also sent in this two masted S.I.B.

Yeah!!! Dave
really great
turks head.



DETAILS

by Bill Wautervelt.

With this issue, let's cover basic fore end (bow) construction. Check your plans or photos to determine which of the following sketches best fit the model you are building.

Here are two ways to mount the bowsprit/jib-boom assembly to the hull. Either a notch or hole drilled into the forepeak. (fig.1&2). Both methods work fine but make sure the openings (notch or hole) are cut for a snug fit. Do not depend on a glob of glue to make up for a sloppy fit. Keep everything in line with the center line of the hull. Also watch the angle of elevation as it varies from ship to ship. After fitting the bowsprit and jib-boom to the hull, fair up all contours and surfaces, including the cut-water. This can be done with knife and sandpaper. Paint the hull with one or two coats before starting the rigging.

SHOP TIP. when drilling a hole in the center of a sharp bow, use an amory board or needle file to send a small flat (fig.3.) where you want the hole. Drill a smaller pilot hole, then use the proper size drill to finish. Make the angle of your hole correspond with your bowsprit angle.



I've included several ways to place the jib-boom. (figs.9,10,11,12). Some are over a bowsprit, some are not. Ships vary and so does the rigging required to support them. Take note of how many fore stays there are on your model and where they are located on the jib. Drill holes at these locations to run the lines through. For one line (thread), a #80 drill (.0135) is enough. If you have two or three lines to be run through the same hole, use a #75 (.021) or #73 (.024) drill bit. DRILL THE HOLES IN THE BOWSPRIT/JIB-BOOM BEFORE INSTALLING IN THE HULL makes it easier to remake a cracked or broken bowsprit/jib-boom if it is not glued into the hull.



I have seen a large needle used as a jib-boom in a beisa hull.



DETAILS

by Bill Westervelt

(continued)

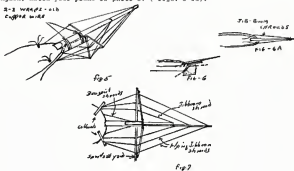
The dolphin striker and spreader are made from one needle. Cut off the eye and approximately 5/16ths for the striker. Drill the proper size hole up from the bottom of the jib-boom, but not through it. Glue in place with the eye to the bottom, facing aft. Cut another length from the needle of suitable length for the spreader, discard the point. Insert the spreader in a slot formed just aft of the striker and between the bowsprit and jib-boom. (fig. 5). I've also seen a dowel inserted into the bottom edge of an end cap and slipped down over the jib-boom to the bowsprit and used as a striker. One thing to watch is the size (diameter) of the bowsprit and jib-boom.

Keep them in proportion with the model. Many models appear top heavy because the masting and spars are too thick.

If your model has a cutwater, use a piece of wood about 5/16th square. (I use holly). Cut the two edges to fit the angle formed between the hull and the bottom of the bowsprit. Glue in place. When dried, carve out the radius, carefully into the bottom of the piece and cut off flush with the bottom of the hull. (fig. 6). If the piece comes unglued when carving, remove the old glue and reglue.

Catheads were used mostly to secure the anchor to, however some ships have jib shrouds secured to them also. To make them use a piece of borwood stock, 1/32nd sq., sand down to size and glue in place. (fig. 6 & 7). Most rigging is self explanatory in the sketches (I hope). Use three pieces of thread here, about 16" long. The center of each one is secured to the jib and led back on each side. Again, watch your plans or photo's. (figs. 5-6a).

2-3 WAXES - oil
capped ends



DETAILS

by Bill Westervelt
(continued)

Many of the eighteenth century ships had a sprit sail and yard under the bowsprit. Model this as any other yard. Many ships carried a flying jib-boom which allowed more room for sail. (fig. 8.). I have omitted the head and seat rails in fig. 8 for clarity. You may have noted the flying jib-boom in fig. 7. is offset from center. This is the arrangement on the U.S. Frigate Constellation. Things like this are what you want to try to watch for in your plans and photo's.

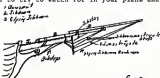


Fig. 8

Shop tip: if you don't have a drill bit, use a small needle. Push the eye into a piece of dowel (do not use your finger or hand to do this) Then sharpen a 30 degree angle on one side of the point with a fine stone. The finished produce will bore a neat, clean hole the size of the needle. You can make any size needle drill you like.

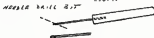
Shop tip: for havse pipes, use 1/32nd brass grommets used in model air planes. Cut off the stem and glue into a shallow drilled hole.

Shop tip: .010 copper wire source. Strip out the stranded wire from an old extension cord. The wire in a walkman type head set is about .003. My source of boxwood is model expo.

While on the topic of hull construction , the following is a new way. One i've never seen before. Bob DeJongst sent it in.

Remember it's going to take your letters, your ideas, your methods, to help keep this column going. Don't be afraid to share with other members of the association. Thanks and I am looking forward to hearing from each of you. Write:

Bill Westervelt
2205 Green Haven Way
Hampstead, Maryland.
21074.



DETAILS

by Bill Westervelt.

The following was sent in by BOB DeJONGST of Holland.

ANOTHER WAY TO MAKE A HULL.

It is a pity, that the members of our association cannot meet more often. There is a tremendous knowledge between members about building ships in bottles, but a great part of that knowledge ever comes into the open.

One of our Dutch members, Mr. Henk Gret showed me a very original way of making a hull. Since, as far as I know, nobody has written yet on this subject, I take the liberty of revealing the secret of this method.

It must be said, that makers of ships in bottles must be great inventors at heart. Otherwise they never would have thought of a solution as described below.

Take a piece of wood and outline the top of the ship that you are going to build. Drill a 1mm hole as indicated by the arrow. Take a signav with a very fine blade and saw along the arrowed line. You have to work very carefully. Saw straight under a right angle.

When you are back were you started, you can push the whole inner deck out of the hull.

The first thing you have to do now, is to give the hull the required sheer lines. If the sheer is okay, then you can polish the inside of the bulwark with very fine emery paper.

Now you bring the inner deck back into the hull. Keep the deck approximately 2mm below the top of the bulwarks.

Glue the inner deck in place and let thoroughly dry.

Remove the excess wood that penetrates from under the hull.

I suggest, that you first drill the holes in the bulwarks before finishing the hull, since at this stage the bulwarks are still thick and strong.

You realize, that with some imagination and fantasy you can cut the inner deck in several pieces in order to get a height-variety between the decks.



Succes !

B.de Jongste, Netherlands.

Notes From Japan By Jyuzo Okada

from a letter to Don Hubbard

I want to thank your Association for the wonderful tenth anniversary issue of *Bottle Shipwrights*. I had planned a similar issue of our magazine but could not accomplish it because of poor health last year. Fortunately that has passed and I am able to keep working on our magazine, which keeps getting larger. Our Association has raised its dues from ¥ 8,000 to ¥10,000 to help finance the increased copy, but I must shoulder the responsibility for the contents . . . God save me!

The photo alongside shows three pine cones in a bottle. Do you know how that is done? I learned the technique from an 84 year old lady who used to make such works when she was a young girl. The trick is to soak the cones in water for a day or two. This makes them close up tightly so that they can be pushed into the bottle. Place the bottle in the sun so that the cones will dry and the pine cone will reopen. (Don's note - I tried this and used a 16 fluid ounce salad bottle which has a respectable opening - works great).

I have also enclosed some photos of my latest works. Two of them consisted of plastic cans and dogs (made in China) in bottles. These were for my grand-daughter who is three years old, but to my disappointment she was only interested in them for a few minutes.

The "AKOGARE" (which means "Longing") is a newly built training ship owned by the City of Osaka. I made two models of this ship and presented one to the deputy mayor, Dr. Sasaki, who is a friend of mine and who planned and had her built. Another vessel that I bottled is the Chinese sampang shown on the following page.

Last March I received information that a local toy museum had some unusual bottled objects which were made by women about a hundred or more years ago. As you can see from the photos on the next page, these consist of finely woven and stitched cloth items and dressed dolls. Up until now I had assumed that our veteran builders could bottle any item that had been bottled before, since they had easily reproduced every other old bottled work, but this time they failed. In this case we Japanese males could not approach the fine needle work that these women did.

Summer is ship-in-bottle exhibition season in Japan and, as usual, we will have two shows. One is in the Kobe Maritime Museum and runs for two weeks beginning 18 July. The other will be held in the Osaka Sony Building. This show runs for one week beginning August 28th. From my point of view it is one of my greatest pleasures to receive all of the new works as they arrive from all



Bottled Pine Cones



Plastic Dogs in Bottle



The Training Ship "AKOGARE"



Embroidered Fabric Sail In Bottle



Fabric Doll in Bottle

over our country. Despite the acute Japanese depression caused by our base statesmen we still manage to increase our membership each year. I guess that a lot of people appreciate the chance to get into a new hobby which is both inexpensive and rewarding.

My best wishes to all of the members of the Ships-In-Bottles Association of America.

三

Jyuro Okada

President, Ships-In-Bottles Association of Japan



Chinese Sempang





PAUL E. (SARGE) WEINER

Born on the 25th of March, 1918 in Baltimore, Maryland, U.S.A. Paul spent a lot of time as a youngster on the Baltimore waterfront, where he "acquired the urge to travel and see what the rest of the world was like just over the hill". That wasn't all. "The coming and going of the great ships, as they slowly made their way up and down the harbor channel thrilled me no end and to this day - they still do. The wonder of their beautiful lines and their immense hulls, when still or moving through the water, is a sight I will never tire of. The first time

I laid eyes on the U.S.S. CONSTITUTION, she was laid along side the pier awaiting further restoration and the stepping of her masts and the fitting of her spars. I was drawn to her as a moth to a flame. Her beautiful lines, fiddle head, trail boards, quarter galleries, rigging and such, made me think of her history, the pieces she'd been, the seas she sailed, the battles she won. What I feel for that old ship is just plain love.

Since that day, many years ago, I've returned to her again and again, always thrilled to look at her, walk her decks and take endless amounts of color slides".

After attending Baltimore public schools, he joined the Civilian Conservation Corps (C.C.C.) in 1934 at Elkridge, Maryland, and after a year, he enlisted in the U.S. Army at the age of seventeen. The year was 1935. At Fort Myer, Virginia, he was assigned to the Third Cavalry (Horse) and the Sixteenth Field Artillery (Horse). From 1939 to 1941 he was stationed at Fort Bragg, North Carolina, at the Field Artillery Replacement Training Center. As Sergeant Major at the Orlando Air Force Base Florida, he served in that billet until 1943 when he was shipped to the Pacific as First Sergeant in the 494th Bombardment Group (B-24 Bombers). Re-assigned in 1945, he participated in the Occupation of Germany and the Berlin Airlift Task Force and stayed in Germany until 1951. Back Stateside, he served as First Sergeant in various duty stations until 1958. His next station was Thule, Greenland, with the 1083rd Communications Squadron. After a year, it was back to Wiesbaden, Germany, with the 1947th Communications Squadron until 1963. His last tour was as First Sergeant with the 306th Missile Maintenance Squadron, Strategic Air Command, McCoy Air Force Base, Florida. He retired as Master Sergeant on August 11, 1966, after 31 years of service.

Returning to civilian life, Paul went to work for the Pinkerton Security Service and rose to the rank of Captain. In 1974, he left Pinkerton to become Evidence Control Technician for the Winter Park Police Department. In 1978 he retired for good, went fishing and began building ships in bottles. He started after reading Don Hubbard's book, and he made his own copy by faxing pages at twenty five cents a page.

ALL HANDS (continued)

Paul has an interesting approach to modeling ships in bottles.

" When all is said and done, the fact that I can take almost worthless items like scrap wood, string, paint and an empty bottle and turn it into a thing of beauty, a work of art for others to see and enjoy, gives me a deep sense of satisfaction. I like to go to great lengths to finely detail all parts of my ships. It takes a lot of time, but in the end, it's worth it. I derive great pleasure looking at my models and spend a lot of time doing so, not only for the sake of looking, but for trying to figure out ways to improve my work. I don't think I could bring myself to sell them, although I've given a few to my family and friends. When I look at them, I recall the immense pleasure I derived building them and the lessons I learned putting them together.

In short, I built them and created them from nothing. When I first started, I could put a model together in a week or so, now it takes much longer. My model of the U.S.S. CONSTELLATION took two years to complete, working a few hours a day. I prefer to work in the early morning hours and not more than two hours at a time. There are times when the job gets really difficult and I begin to wonder if I should take a short cut. That's when I quit for that day". It paid off. Paul won "First Place for Ship in a Bottle" and Best of Show" for his model of CONSTELLATION at our Savannah Conference in 1992.

Paul married Caroline on Washington's Birthday in the Chapel of Rollins College, Winter Park, Florida in 1942. " Since that time I have dragged that girl around the world and back and forth across this country. (I can testify to that last part; Paul and Caroline have attended all of our conferences. They were the ones in that big Aluminum "Airstream" trailer, raising a son and daughter, both married, Caroline is the light of my life, helps me with my modeling, goes everywhere with me, shares my hobbies of photography, reading and traveling and remains today, after all these years, my only and true love". A magnificent sentiment in this day and age. They currently reside in Casselberry, Florida.



Paul Weidner (right) and Don C.L. Bradley
Savannah 1992

NOTES FROM THE MEMBERSHIP CHAIRMAN

The benefits that come to the membership chairman are the occasional pictures and member information that often accompany dues payments. This year, as always, I have received some that merit writing up for the newsletter. Hope you enjoy them as much as I did.

ADAM MELLO of Calistoga, California sent in the accompanying photo of his "Man-In-A-Bottle" trying to tug one of the classic Monterey fishing boats through the neck. Those of you who have visited San Francisco and eaten at Fisherman's Wharf will recognize this little vessel as the type that tie up there. The design comes from the Mediterranean and was imported by the many fishermen of Italian extraction who settled in Southern California to fish. San Diego has its own small fleet, so I have had the pleasure of seeing and painting these picturesque boats. Most of them are now quite old and built of wood, so they are slowly disappearing from the scene. Happily, at least one boat builder has taken off the main lines and now produces them in fiberglass - but not usually for fishing. They make nice-looking yachts. Congratulations Adam!



Adam Mello's Man-In-a-Bottle

HERB MANLEY of Vernon, Connecticut sent in the photo of the schooner which resides in a very old 1.5 liter (vintage 1886) screw-top bottle. Herb is now modeling full-time and

understandably this schooner quickly passed into the hands of a collector. May the same good fortune shines on future works.



Herb Manley's Schooner

STEVE WILSON- Sacramento, California sent me photos of his Baltimore Clipper diorama and his double model.



A pair of excellent models by Steve Wilson

RUSSELL ROWLEY works aboard a research ship in the Pacific, so it is always fun to get one of his letters and find out where he has just been. Last Fall he was operating out of Tahiti, but his last letter had a dateline in Cold Harbor, Alaska. They are picking up science gear and refueling before heading for the island of Tarawa. I imagine his wardrobe is a varied lot.

Russell not only builds bottled ships, but collects them as well, and he has a discerning eye for good work. He was in San Francisco in May and picked up two models built by **John Ahern**, one of our members who lives in that city. I quote Russell, "One model is of the **BEAR** of Oakland and the other is a west coast lumber schooner with a deck load of lumber. They are both wonderful models - a painted background and a very scenic diorama in each." I would like to add my congratulations to John Ahern!

On vacation in Singapore he purchased a bottled model of a cargo ship with tiny lights embedded in the hull that are powered by a size "C" battery in the base. Sounds like a very intriguing way to bottle a ship. Maybe some of us should give it a try.

Russell also sent photos of two more of his collected models which are shown here. Both builders are unknown, which is sad. The five masted ship is "one of the most beautifully rigged ships I've had the good fortune to acquire." Estimated age, about 40 years old. The other model is of a Danish tanker in front of a town. (photo below) Estimated age: 80-90 years old. As Russell modestly concludes, "My collection is steadily growing."



Danish Tanker from the Russell Rowley Collection

KEVIN SEUFERT, MD, graduated from residency in July as a Family Practice doctor in the Navy, and is headed down to the Marine Corps Air Station at Cherry Point, NC, to care for the Marines and their wives and kids. He has been into bottling ships since 1981, but the residency put a kink in his efforts. Now all the half-built models are coming out of the drawer and beaded for some new jugs (the one the family emptied when the residency was finally completed).

DAVID SMITH-DENNY has donated four ships-in-bottles to the Bremerton Naval Museum. The curator, Helen Devine, is a friend of his and David was looking for an appropriate home for the models. He is now a full-time student working for a degree in Computer Science at the University in Indianola, Washington. Stand by for Bytes-in-a-bottle or maybe a little bit of interactive technology whereby YOU bottle HIS ships via computer. They laughed at Alexander Graham Bell too.

PARKER LENEY, a long time member who lives in Welland, Ontario, Canada, wrote to say that he has two models nearing completion - lake ships belonging to the Misener Transportation Company. These vessels ply the Welland canals and Seaway system from Lake Superior to the St. Lawrence River. Misener gave Parker some very detailed plans to work from. He also has a commission for a "self-unloader" and was able to get some good working photos of one at lock #3 on the canal.

If I have missed anyone who wrote or sent me letters, please accept my apology. I rent my house out for two months during the summer and have to relocate all my gear, including computers and ship-in-bottle correspondence and related matters. Things are not always as organized as I would like and items are always misplaced. So don't be surprised to see your letters or photos appearing in a later edition of Bottle Shipwright. Finally, for all of you who rejoined - my sincere thanks.



Don

NOTE: I receive a periodic queries asking me where someone can buy ships-in-bottles. I would like to make up a list and put it into the computer data base so that I can pass the information along. PLEASE: any of you who sell your work drop me a postcard with that information and I will add you to the list. I would also like to work up a nice page of ship-in-bottle calling cards for Bottle Shipwright, so any of you who have them please send a copy. My address is: P.O. Box 180550, Coronado, CA 92178

HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille
Translation by Barry Young.

202006 06/13

Bottle Dioramas 1

One of the commonest scenes you will find is a bottle in, surely, that of a tall ship as its element on the high seas. With a painted sky rising from the pretty sea such models are often dramatic, and full of atmosphere. Whether it be fair weather, or foul, sunrise, or sunset, poor visibility, rain, low rolling clouds, or storm lashed seas, it can all be created in this miniature world inside the bottle.

Yet this is not to everybody's taste, some prefer to forego the trappings, and make a feature of the ship by simply bedding it into a lakken patch of sea. The ship might be under full press of sail, at anchor in the roads, or even run aground and beached. A few bottle shipwrights take pleasure in modelling the full hull, and mounting the model on a stand inside the bottle, to show the lines of the vessel in all their glory.

Ships are not only at home on the high seas though, they are just as likely to be found in harbour - loading, and discharging cargo, or undergoing a refit. Just about every type of scene involving ships, boats, or barges has been bottled over the years. Well perhaps not all, still new motifs turn up, or old ones are ingeniously given a new lease of life.

Harbour scenes are often modelled in great detail, but there is always the question as to whether it makes sense to model everything to the same scale. For instance, by choosing to model the scenery in a smaller scale you can accentuate the ship. Anyway, given the limitations inside the bottle, it is a virtual impossibility to model the scenery to scale, yet still maintain perspective into the distance. Really it all comes down to a matter of balance, but it is probably best not to make the detail too small.

The final result is only limited by your imagination and ingenuity, and apart from the usual harbour surroundings the essential features of any Bottle Diorama are:

HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille

Translation by Barry Young.

Edison 06/93

Bottle Dioramas 2

Backdrops

If you choose plasticine for the sea you can warm the bottle gently until the plasticine melts. Now if you roll the bottle the plasticine will flow up the wall to leave a thin opaque film of colour behind on the glass. This makes an ideal backdrop to fishermen's cottages etc., but is not recommended for a pure seascape, because of the intensity of colour.

Another alternative you might experiment with is to cut a picture, of a suitable landscape, from a colour magazine, and to varnish it onto the rear wall inside the bottle. If you then blend the foreground into the picture the result can be very effective indeed.

Cliffs, Rocks & Icebergs

See the Section of the same name.

Houses and Buildings

Take any suitably sized strip of wood, and plane one side to an apex to form a roof profile. Now all you have to do is to cut a few "slats" off the strip as required. To give a bit of variety to the shape and size of the houses you cut out "slats" of different lengths, and then trim them down in height, or width. Why not mix and match the different slats, and then glue them gable to gable to make a terrace? These can be painted and put into the bottle as a finished item. For overhanging roofs simply glue a piece of reddish coloured paper over the roof top. For the best effect stipple the houses in varying shades and tones of brick.

If you are using a large bottle, which demands larger scale buildings, then you can always turn to scale model card kits. The sort of thing you might find with the "N" gauge railway paraphernalia.

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by Peter Hille
Translation by Barry Young.

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Bottle Dioramas 3

Lighthouses

What stretch of coast, or harbour for that matter, would be complete without a lighthouse! A small piece of dowelling, sanded and painted lends far more atmosphere to the scene than you might think - Especially given the amount of effort to make one. Be sure not to forget the railings around the platform. See the Section Lighthouses, Railings, Lighting Effects, Fibre Optics, and the backwork Pattern Sheet.

Painting Scenery in the Bottle

It is not unusual to find a painted scene for the backdrop inside the bottle. A ship laying off a distant coast, or small islands on the horizon can be very effective, but even painting in the sky can lend a tremendous atmosphere to the model. There is nothing like a good sky.

Note



It is difficult enough painting on the glass inside the bottle, so here is a good tip to help you get the perspective and layout of the picture right first time, every time. All the best ideas are simple, and that is no exception. All you have to do is find a suitable picture, or fading this, is done, and paint exactly what you want, and then glue, or tack it to the outside of the bottle. Now it is a simple matter, well perhaps that is a little exaggeration, to paint over the same lines from inside the bottle - a bit like painting by numbers.

Once you become proficient and fancy trying something a little different why not paint two scenes? That is to say paint one on top of the other. First you paint a landscape with the coast and the sea in the background, and then on top of that you paint what is in effect the reverse of that scene. So that when you look into the bottle from the front you see the model and coast behind it, and when you turn the bottle around you see the same scene, but from inland. Ingenious eh! The only thing to watch is that you give the first scene plenty of time to dry before painting

HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille

Translation by Barry Young.

Edinburgh 1981/83

Bottle Dioramas 4

over it. For further information on tools and materials see the Sections Hinged Paint Brush, and Pigments.

To give you food for thought, and to enable you to match the backdrop to the prevailing weather conditions here is some weather lore for north european waters:

Fine weather: Grey sky in the morning; light blue sky, with or without light clouds; red sky in the evening; low sunset (sun setting on a clear horizon.)

Wind: Red sky in the morning; dark blue sky high sunset (sun setting behind a bank of clouds)

Rain

If you want to try something different why not put some low lying clouds of wispy cottonwool heads into the bottle (you can buy them in the dried flower section at the florist). You can lead nylon threads down into the sea at an angle from the cottonwool clouds.

Roads & Pathways

The best material for the job is sandpaper, or wet-and-dry. Choose the right grade to suit the job.

Sand & Pebbles

For roads, and paths, as well as beaches ordinary sand is ideal, but it must be washed, and dried thoroughly before use.

Sea Lions & Seals

You can model them from plasticine, or putty, and manoeuvre them into position with a bent pin on the end of a rod - see

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by Peter Hille
Translation by Barry Young.

Edison 06/93

Bottle Dioramas 5

Hooked Manipulating Tool. They really are eye catching, looking on a sandbank.

Seagulls

Birds in flight are very difficult to do, but swimming, wading on a sandbank, or even perched on the yards they are an absolute must. Cut the outline from a piece of stiff paper with the tip of a pointed scalpel. Now cut a pair of symmetrical wings from a thin piece of folded paper. To finish off glue the wings to the body, and paint in the markings.

Since it is difficult to make seagulls to scale it is better to put them in the foreground. This adds enormously to the feeling of perspective, and at the same time disguises the fact that they are invariably oversized. However beware of overworking the scene with too many birds! It is better to come across them by chance, it makes the surprise all the more delightful.

If you want to portray them in flight, why not paint them on the glass inside the bottle? This looks particularly effective, especially if you are modelling a fishing vessel.

Trees & Shrubs

Any good model shop will offer a whole host of alternatives from which to choose. Dried lichen is probably the best option, and is available in a number of different species. Contrasting these against one another will add interest and variety to the scene. You can buy the lichen already coloured, or, if you would rather, you can colour it yourself - dying, or spraying is best. A good florist will be able to advise you as to what dyes, or colouring agents to use.

HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.
by Peter Hille
Translation by Barry Young.

Edition 06/93

Bottle Dioramas 6

Underwater Scenes

Use white putty straight from the tub for the sea bed (just remove any excess oil). If you want to make a good job of it you can always put a sprinkling of sand over the surface, and press it home. When it comes to plant life dried lichen makes very good seaweed. Alternatively you can try one of those shops specialising in tropical fish. As well as the real thing, you are sure to find a range of artificial plants - they are incredibly realistic nowadays. One of the more delicate varieties would be perfect for the job in hand. Of course, it almost goes without saying that, you will need a light green bottle to carry the scene off properly.

Windmills

Windmills are invariably found in coastal regions - where there is plenty of wind to drive them. So find a prototype, or localised upon which to put one. Windmills are easy to make too. Mount a piece of dowel in the chuck of a drill, and file and sand to shape. The sails can be made of paper, with the slats drawn in on both sides - see the Section, and the Pattern Sheets for Sails cloth.

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HAROLD WHITING'S
latent works.

Top Left; a New York
City Tour
Bus, in a
1 Gallon Jug.

Center; S.I.S.A.
Trucking
a small outfit
(no! Harold it does
not need an oil
change yet!).

Bottom Right;
Two New York
subway cars.



Note Garfitti.
Harold? 1.75 NL
Dottles ?

